

Date: Wednesday, 10/06/2009 3:40:25 PM
User: Melanie Fauteux

Process Sheet

| | | | |
|-----------------------|--|------------------|------------------------------|
| Customer | : CU-DAR001 Dart Helicopters Services | Drawing Name | : PANEL |
| Job Number | : 48482 | | |
| Estimate Number | : 13726 | | |
| P.O. Number | : | Part Number | : D387611 |
| This Issue | : 10/06/2009 S.O. No. : | Drawing Number | : D3876 REV A |
| Prsht Rev. | : NC | Project Number | : N/A |
| First Issue | : / / Type : SMALL /MED FAB | Drawing Revision | : A |
| Previous Run | : 44931 | Material | : |
| Written By | : | Due Date | : 16/06/2009 Qty: 5 Um: Each |
| Checked & Approved By | : MF 09-06-10 | | |
| Comment | : Est Rev:A 09-01-14 new issue DD verified by:EC | | |

Additional Product

Job Number:



| | | |
|---------|-----------------------|---------------|
| Seq. #: | Machine Or Operation: | Description : |
|---------|-----------------------|---------------|

| | | |
|-----|-----------------|------------|
| 1.0 | F60029 MLEX5125 | lexan grey |
|-----|-----------------|------------|



MAT NOT PULLED



Comment: Qty.: 11.3349 sf(s)/Unit Total: 11.3349 sf(s)

lexan grey

batch: 111710

B 9-6-15

| | | |
|-----|-----------|----------------|
| 2.0 | WATER JET | FLOW WATER JET |
|-----|-----------|----------------|



Comment: FLOW WATER JET

1-Cut as per Dwg D3876

Dwg Rev: A

Prog Rev: 2

B 9-6-15

2- Deburr if necessary

5

PB 7

09/06/17

5

| | | |
|-----|-----|--|
| 3.0 | QC2 | INSPECT PARTS AS THEY COME OFF MACHINE |
|-----|-----|--|



Comment: INSPECT PARTS AS THEY COME OFF MACHINE

B 9-6-15

| | | |
|-----|-----|--------------|
| 4.0 | QC8 | SECOND CHECK |
|-----|-----|--------------|



Comment: SECOND CHECK

09/06/17

| | | |
|-----|-------------|-----------------------|
| 5.0 | PACKAGING 1 | PACKAGING RESOURCE #1 |
|-----|-------------|-----------------------|



Comment: PACKAGING RESOURCE #1

Identify and Stock

Location:

9/6/18

JK

SP

| W/O: | | WORK ORDER CHANGES | | | | | |
|------|------|--------------------|----|------|-----|-------------------------------------|--------------------------|
| DATE | STEP | PROCEDURE CHANGE | By | Date | Qty | Approval Chief Eng / Prod Mgr | Approval QC Inspector |
| | | | | | | | |
| | | | | | | | |

Part No: D3876-11 PAR #: N/A Fault Category: SM. FAB. - WJ NCR: Yes No DQA: 1 Date: 09.07.07
 Resolution: Accepted Disposition: Use-As-Is QA: N/C Closed Date: 09.07.13

| NCR: <u>48482</u> | | WORK ORDER NON-CONFORMANCE (NCR) | | | | | | |
|-------------------|------------|---|--|--|---------------------------|-----------------------------|--|-----------------------------|
| DATE | STEP | Description of NC Section A | Corrective Action Section B | | | Verification Section C | Approval Chief Eng | Approval QC Inspector |
| | | | Initial Chief Eng | Action Description Chief Eng | Sign & Date | | | |
| <u>9/6/17</u> | <u>#20</u> | <u>Qty 15 Parts were made with a 1/10" slot fl on both sides. 24.875" from end AND 17.125" wide R.C. Parts were made with</u> | <u>PH</u> <u>QSF</u> <u>042</u> <u>09.06.17</u> | <u>Parts are acceptable per email with Peter Hum and Harvey</u> <u>Siemens on 9/6/17.</u> | <u>B</u> <u>9-6-17</u> | <u>S</u> <u>09/06/17</u> | <u>PH</u> <u>QSF</u> <u>042</u> <u>09.06.17</u> | <u>S</u> <u>09/06/17</u> |
| | | <u>original water jet program</u> <u>* See attached picture on last page</u> | | | | | | |
| | | | | | | | | |

NOTE: Date & initial all entries

Date: Wednesday, 10/06/2009 3:40:25 PM
User: Melanie Fauteux

Process Sheet

Customer: CU-DAR001 Dart Helicopters Services

Drawing Name: PANEL

Job Number: 48482

Part Number: D387611

Job Number:



Seq. #:

Machine Or Operation:

Description :

6.0

QC21

FINAL INSPECTION/W/O RELEASE



09/06/08

Comment: FINAL INSPECTION/W/O RELEASE

Job Completion



mf
09-06-17

| W/O: | | WORK ORDER CHANGES | | | | | |
|------|------|--------------------|----|------|-----|-------------------------------------|--------------------------|
| DATE | STEP | PROCEDURE CHANGE | By | Date | Qty | Approval Chief Eng / Prod Mgr | Approval QC Inspector |
| | | | | | | | |
| | | | | | | | |

Part No: _____ PAR #: _____ Fault Category: _____ NCR: Yes No DQA: _____ Date: _____

Resolution: _____ Disposition: _____ QA: N/C Closed: _____ Date: _____

| NCR: | | WORK ORDER NON-CONFORMANCE (NCR) | | | | | | |
|------|------|----------------------------------|-----------------------------|---------------------------------|----------------|---------------------------|-----------------------|--------------------------|
| DATE | STEP | Description of NC Section A | Corrective Action Section B | | | Verification Section C | Approval Chief Eng | Approval QC Inspector |
| | | | Initial Chief Eng | Action Description Chief Eng | Sign & Date | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |

NOTE: Date & initial all entries

| | | |
|---|--|------------------------------|
| DART AEROSPACE LTD | | Work Order: 4848 2 |
| Description: PANEL | | Part Number: D3876-11 |
| Inspection Dwg: D3876-11 Rev: A | | Page 1 of 1 |

FIRST ARTICLE INSPECTION CHECKLIST



First Article



Prototype

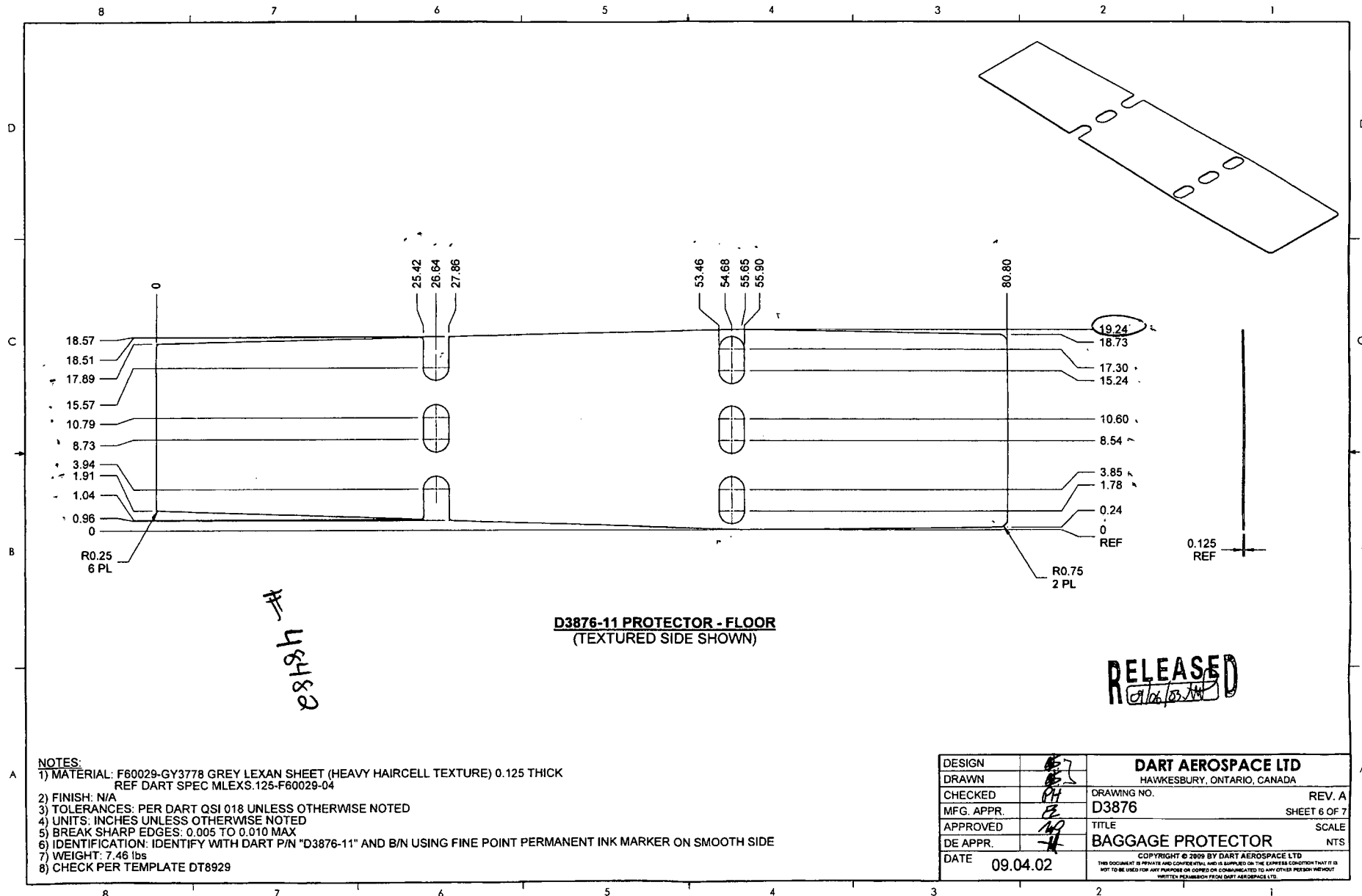
| Drawing Dimension | Tolerance | Actual Dimension | Accept | Reject | Method of Inspection | Comments |
|-------------------|-----------|------------------|--------|--------|----------------------|----------|
| 25.42 | ± .030 | 25.42 | x | | | |
| 26.64 | ± .030 | 26.64 | x | | | |
| 27.86 | ± .030 | 27.86 | x | | | |
| 53.46 | ± .030 | 53.250 | x | | | |
| 54.68 | ± .030 | 54.50 | x | | | |
| 55.65 | ± .030 | 55.65 | x | | | |
| 55.90 | ± .030 | 55.75 | x | | | |
| 80.80 | ± .030 | 80.80 | x | | | |
| 19.24 | ± .030 | 19.24 | x | | | |
| 17.30 | ± .030 | 17.30 | x | | | |
| 15.24 | ± .030 | 15.24 | x | | | |
| 10.60 | ± .030 | 10.60 | x | | | |
| 8.54 | ± .030 | 8.54 | x | | | |
| 3.85 | ± .030 | 3.85 | x | | | |
| 1.78 | ± .030 | 1.78 | x | | | |
| .96 | ± .030 | .957 | x | | | |
| 1.04 | ± .030 | 1.045 | x | | | |
| 1.91 | ± .030 | 1.900 | x | | | |
| 3.94 | ± .030 | 3.94 | x | | | |
| 8.73 | ± .030 | 8.73 | x | | | |
| 10.79 | ± .030 | 10.79 | x | | | |
| 15.57 | ± .030 | 15.57 | x | | | |
| 17.89 | ± .030 | 17.89 | x | | | |
| 18.51 | ± .030 | 18.51 | x | | | |

| | |
|---------------------|--------|
| Measured by: | IB |
| Date: | 9-6-15 |

| | |
|--------------------|----------|
| Audited by: | S |
| Date: | 09/06/17 |

| | |
|----------------------------|---|
| Prototype Approval: | A |
| Date: | 9 |

| Rev | Date | Change | Revised by | Approved |
|-----|------|-----------|------------|----------|
| A | | New Issue | KJ/JLM | |



| W/O: | | WORK ORDER CHANGES | | | | | |
|------|------|--------------------|----|------|-----|-------------------------------------|--------------------------|
| DATE | STEP | PROCEDURE CHANGE | By | Date | Qty | Approval Chief Eng / Prod Mgr | Approval QC Inspector |
| | | | | | | | |
| | | | | | | | |

Part No: _____ PAR #: _____ Fault Category: _____ NCR: Yes No DQA: _____ Date: _____

Resolution: _____ Disposition: _____ QA: N/C Closed: _____ Date: _____

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| | | | Initial Chief Eng | Action Description Chief Eng | Sign & Date | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |

NOTE: Date & initial all entries

Peter Hum

From: Harvey Siemens [hsiemens@dartaero.com]
Sent: Wednesday, June 17, 2009 1:41 PM
To: 'Peter Hum'
Cc: 'Mike Petsche'; 'David Shepherd'
Subject: RE: Med Bell baggage protector deviation

Peter

The deviation from the drawing is acceptable for shipping.

Regards,

Harvey Siemens

Mechanical Designer
DART Aerospace Ltd.

P: 403-717-0328
F: 403-717-1288
E: hsiemens@dartaero.com
W: www.dartaero.com
M: 1060 McTavish Road NE, Calgary, Alberta, T2E 5G9

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From: Peter Hum [mailto:phum@dartaero.com]
Sent: Wednesday, June 17, 2009 8:38 AM
To: 'Harvey Siemens'
Cc: 'Mike Petsche'
Subject: Med Bell baggage protector deviation

Harvey,

We are cutting D3876-11 Protectors and there is a deviation, see attached. It appears that the corner is stepped instead of sloped to the end. This is on the top and bottom of the part.

There is qty 5 of these that are going to be shipped to Eagle today.

Are these still acceptable?.....or do we need to make new ones

Peter

